

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE		PAGE 1 OF 6 PAGES	
2. AMENDMENT/MODIFICATION NO 0001		3. EFFECTIVE DATE 7/11/2012		4. REQUISITION/PURCHASE REQ NO.	
5. PROJECT NO (If applicable)		6. ISSUED BY CODE		7. ADMINISTERED BY (If other than Item 6) CODE	
FAA, MIKE MONRONEY AERONAUTICAL CENTER Aviation, Medical, & Training Team (AMQ-310) P O BOX 25082 OKLAHOMA CITY OK 73125					
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code) (ALL OFFERORS)		(X) X		9A. AMENDMENT OF SOLICITATION NO DTFAAC-12-R-03334	
				9B. DATED (SEE ITEM 11) 6/19/2012	
				10A. MODIFICATION OF CONTRACT/ORDER	
				10B. DATED (SEE ITEM 13)	
CODE		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
(x)The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [] is extended, [xx] is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning [1] copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES(such as changes in paying office, appropriation date, etc.)SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E IMPORTANT: Contractor [X] is not, [] is required to sign this document and return [] copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)					
The purpose of this amendment is to revise section C. Pages 5-9 are replaced with pages 5R1-9R1. Changes are in red. All other terms and conditions remain unchanged.					
		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA	
(Signature of person authorized to sign)				BY:	
				(Signature of Contracting Officer)	
				16C. DATE SIGNED	

PART I - SECTION C - DESCRIPTION/SPECS/WORK STATEMENT**PERFORMANCE WORK STATEMENT
Pilot Training****C.1.0 INTRODUCTION**

The contractor will provide initial avionics and initial/recurrent ground school and simulator training for the Federal Aviation Administration (FAA), Flight Inspection Services (FIS) pilots in aircraft types identified in Section B, Supplies, Services, and Prices/Cost, and in accordance with:

- a. Title 14 Code of Federal Regulations (CFR) Part 135 and 142.
- b. Terms and conditions of the contract.

C.1.1 SCOPE OF WORK

This Performance Work Statement (PWS) defines FIS's requirements for pilot training.

C.1.1.1 The contractor must conduct initial, recurrent training/qualification, and Initial ProLine 21 Avionics Suite Differences Training, for FAA / FIS pilots in an FAA approved simulator. All training must be provided within the contiguous United States (CONUS) or Canada.

C.1.1.2 The Government will make every effort to enroll two pilots per class. The Contractor must provide concurrent training together at the left Pilot in Command (PIC) seat and the right (SIC) seat positions during simulator training. If FIS crew pairing is not possible, flight time in the right seat may be reduced by the Contracting Officer (CO) or by the Contracting Officer's Technical Representative (COTR) upon written authorization. The minimum required simulator training device times are "per pilot in the left seat." For example, during recurrent training, a requirement of 6 hours simulator training per pilot would mean a total of 12 hours of simulator training required for a two pilot class. FIS will contact the contractor to schedule training courses and dates as far in advance as possible. If supplementary training is required, the FIS Training Manager / COTR will approve supplementary training in advance on a case-by case basis.

C.1.2 QUALITY ASSURANCE

The contractor will permit FIS to perform unannounced monitoring of ground and simulator session(s) presented by the contractor when FIS has a student enrolled in training. This will be conducted at no additional cost to the Government.

C.1.2.1 The FAA Contracting Officer (CO) will designate in writing the Contracting Officer's Technical Representative (COTR)/Contracting Officer Representative (COR), who will provide direction within the technical and administrative scope of this Performance Work Statement as authorized in writing by the CO.

C.1.3

DEFINITION OF TERMS

The following definitions define the terminology contained herein and are applicable as required by the Federal Aviation Regulations (FAR's):

- a. **Approved Simulator:** A mechanical and/or electronic device that simulates the full flight characteristics, navigation capability, and all systems malfunction characteristics of a King Air Be-300 series aircraft equipped with the Collins Pro Line 21 avionics suite. It shall duplicate the aircraft cockpit throughout with precision. It shall have at least three axis motion. It shall have a visual system capable of both day and night operations. The simulator must be Level D or higher and be approved by the FAA in accordance with 14 CFR Parts 60,135 & 142 and AC 120-40.
- b. **Approved Avionics Lab/Cockpit Training Device:** A mechanical and/or electronic device that simulates a specific type and model aircraft to provide realistic flight deck environment, instrument responses, systems and performance, and flight characteristics of the aircraft.
- c. **Crew Concept:** When one pilot is receiving left Pilot-In-Command (PIC) seat training in a simulator, the other pilot will receive right Second-In-Command (SIC) seat training.
- d. **Dry Lease Simulator:** Simulator without a contract instructor/evaluator. FAA provides the instructor/evaluator.
- e. **FIS Instructor/Evaluator:** FIS instructor/evaluator used with Dry Lease requirements.
- f. **CONUS:** Lower 48 contiguous states of the United States of America
- g. **FIS:** Flight Inspection Services/FAA Flight Inspection Operations Group

C.1.4

GOVERNMENT FURNISHED PROPERTY/SERVICES

FIS shall provide a current pilot operating handbook and single-card checklist for use by FIS crews during recurrent and enhanced recurrent training.

C.1.5

CONTRACTOR FURNISHED SERVICE

- a. The contractor must be certified in accordance with 14 CFR Part 142 and provide training service, aids, and facilities that meet or exceed the requirements of 14 CFR Part 135 and 142 and other applicable regulations.
- b. Badges - Crewmember badges must identify the student as "Flight Inspection Services-crewmembers name - Aircraft Type".

C.1.6

REQUIREMENTS

C.1.6.1

All initial and recurrent training will be conducted in an approved simulator as defined in paragraph 1.3. All pilot training will be conducted in accordance with FIS's approved training program, 14 CFR Parts 135 and 142. Initial avionics training will be conducted in an approved avionics lab or cockpit training device.

C.1.6.2

Initial Pilot Qualifications: The contractor must provide the simulator and training necessary to enable the FIS pilot to pass the practical test to Airline Transport Pilot (ATP) Standards for a type rating on subject airplane, in accordance with applicable FAR requirements and FIS

approved training program. All training will be conducted by approved instructors. The contractor will provide the following:

- a. Initial pilot qualification ground school.
- b. Initial pilot qualification simulator training including an FAA Part 135 Practical Test to ATP Standards.
- c. Flight training and testing for ATP Certification, if required.
- d. A 100% proficiency check to 14 CFR Part 135 standards resulting in an aircraft type rating.

C.1.6.3 Recurrent Pilot Qualification: The contractor must provide training to enable the FIS pilot to remain proficient in aircraft systems and procedures and to complete the FIS FAA approved recurrent program to ATP Standards on subject aircraft. This will be in accordance with the applicable regulations and FIS's Approved Training Program using FIS's standard operating procedures, Flight Aircrew Checklists and manuals. All training will be conducted by approved instructors. The contractor will provide the following:

- a. Recurrent aircraft systems ground school.
- b. Recurrent pilot simulator training including 100% proficiency check to 14 CFR Part 135 standards.

C.1.6.3.1 FIS reserves the right to conduct proficiency checks in FIS aircraft following flight training conducted in a simulator that meets the requirement of FIS's approved training program. The price paid to the contractor will be reduced by the number of hours as provided in the approve curriculum required to conduct the proficiency check.

C.1.6.3.2 Recurrent training will consist of a minimum of sixteen (16) hours ground instruction and *twelve (12) hours flight training (6 hrs left seat and **6 hours right seat). All recurrent training will be conducted to follow the normal scheduling, training flow, and training day profiles/events for all the vendor's KA350 PL21 training programs being offered.

*Includes time required to conduct proficiency check

**Right seat time requirement may be reduced with approval of the CO, COR or COTR.

C.1.6.4 Initial ProLine 21 Avionics Suite Differences Training: The contractor must provide an additional training session of ground instruction devoted solely to the ProLine 21 avionics system. This additional training session will be conducted prior to and concurrently with the Recurrent Pilot Qualification course. All training will be conducted by approved instructors knowledgeable and proficient in the ProLine 21 system operation and will use an approved avionics lab or cockpit training device that duplicates the ProLine 21 system displays and operation.

C.1.6.5 Supplementary Training Hours: The Contracting Officer, or COTR as authorized in writing by the CO, may authorize hours in addition to those specified under the Initial and Recurrent Pilot Qualifications Training when required by the individual pilot to successfully complete a type rating practical test or proficiency check. The contractor must provide the approved supplemental training, at the priced hourly rate in accordance with Section B, Supplemental Training CLINs, per individual aircraft type specified therein.

C.1.6.6 The contractor will provide additional simulator training sessions to include approved instructors and check airmen, as required, to conduct 14 CFR Part 135 .293 & .297 proficiency

checks in accordance with FIS's approved training program. These sessions will be stand-alone sessions and will not be in conjunction with pilot initial or recurrent training. The contractor must provide the approved supplemental training, at the priced hourly rate in accordance with Section B, Supplemental Training CLINs, per individual aircraft type specified therein.

C.1.7 GENERAL TRAINING REQUIREMENTS

- C.1.7.1 All training must comply with FIS's training program that has been approved by the FAA under 14 CFR Part 135.
- C.1.7.2 The contractor must provide instructors and check airmen who have a thorough knowledge of all FIS aircraft systems, normal and emergency procedures, and operational techniques. (See CDRL A0001)
- C.1.7.3 The contractor must provide names of simulator instructors to the COTR and FIS regulatory compliance personnel for FIS Director of Operations approval.
- C.1.7.4 The contractor will provide to the COTR and FIS regulatory compliance personnel all documentation required by FIS's Primary Operations Inspector (POI) for approval of contract check airmen.
- C.1.7.5 The contractor shall not permit non-approved check airmen to conduct initial type checks or proficiency checks on FIS pilots.
- C.1.7.6 Initial training must include the availability of a ProLine 21-equipped avionics lab or BE-30 Cockpit Training Device.
- C.1.7.7 All simulator training will conform to the Principles of "Crew Concept" and Crew Resource Management (CRM) integration.
- C.1.7.8 The contractor must provide a training manual for each FIS pilot at Initial Pilot Qualification training. The contractor must provide access to current manuals to each FIS pilot for use during subsequent recurrent training.
- C.1.7.9 The Government will designate FIS pilots who are to report to the contractor's facility for training. In the event the FIS pilot fails to report as scheduled, the contractor must promptly notify the FIS COR or COTR. FIS may cancel a training date with two (2) weeks notice prior to the scheduled training date at no cost to the Government.
- C.1.7.10 Any changes to the training schedule made by the contractor must be coordinated with the FIS COR or COTR as soon as possible, but no less than thirty days prior to the scheduled training date.
- C.1.7.11 The contractor must provide all training necessary to enable the FIS pilot to pass the appropriate pilot Practical Test or proficiency training/checking as applicable. If the FIS pilot cannot complete the training or has not passed the applicable pilot practical test or proficiency training/checking, the contractor must withhold further training and promptly notify the FIS COTR or COR who has the authority to authorize additional training.
- C.1.7.12 Upon successful completion of an initial type check, all FAA-required documentation shall be forwarded to the FIS POI within 7 business days or less if directed by applicable regulation.
- C.1.7.13 Upon successful completion of training, the contractor shall forward FIS- approved documentation through electronic means as determined by FIS to the COR and COTR no later than 3 business days after completion of training. The contractor and all sub-contractors will

use the same form for documentation of all FAR Part 135 checkride events. Upon completion of the training, the contractor must require each trainee to complete an end-of-course critique. (SEE CDRL A002)

- C.1.7.14 The contractor must provide 80 percent of all training between 6:00 am and 10:00 pm. Twenty percent of all training will be allowed to be conducted between the hours of 6:00 am and midnight. In these instances, the duty day will end at midnight. No more than a two hour break will be allowed during the training day and once established, the training hours will remain consistent throughout the training week (i.e. training ending at midnight will not be followed by an 8:00 am start time the next day.)
- C.1.7.15 The contractor will provide single points of contact for scheduling, regulatory compliance, and invoicing communications.
- C.1.7.16 All training centers/facilities providing training to FIS pilots through a sub-contract with the primary contractor will abide by all terms of this contract and will be approved by the FIS Director of Operations. All sub-contractors will be identified prior to the award of any contract. The contractor will be responsible for communicating with and providing oversight of all sub-contractors to ensure that all requirements are being met
- C.1.7.17 A single, uniform initial and recurrent training curriculum per aircraft type shall be provided with the contract proposal. The contractor shall change the training curriculum to comply with FIS's approved operations specifications and approved training program. Updates will be made throughout the life of the contract. (See CDRL A003)

All FIS crewmembers who attend recurrent training alone, or are otherwise scheduled to take an FAR Part 135 recurrent proficiency check alone, will be provided a current instructor who is type-rated in that particular aircraft to serve as the second-in-command during the FAR Part 135.293 & .297 proficiency check.